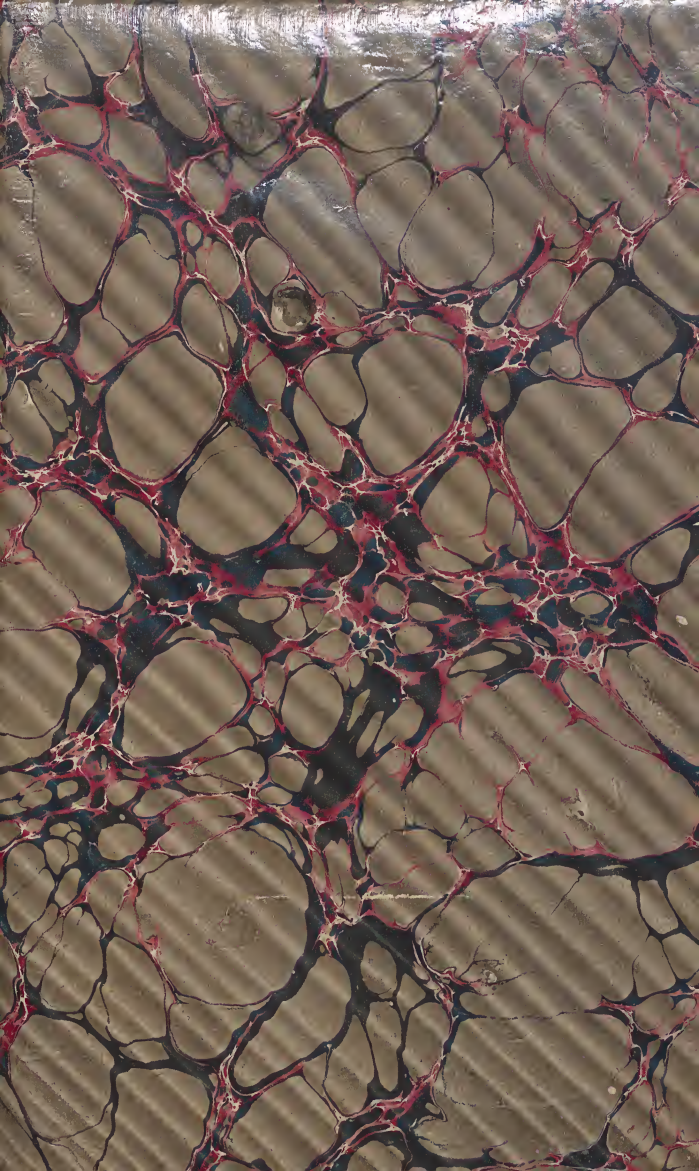
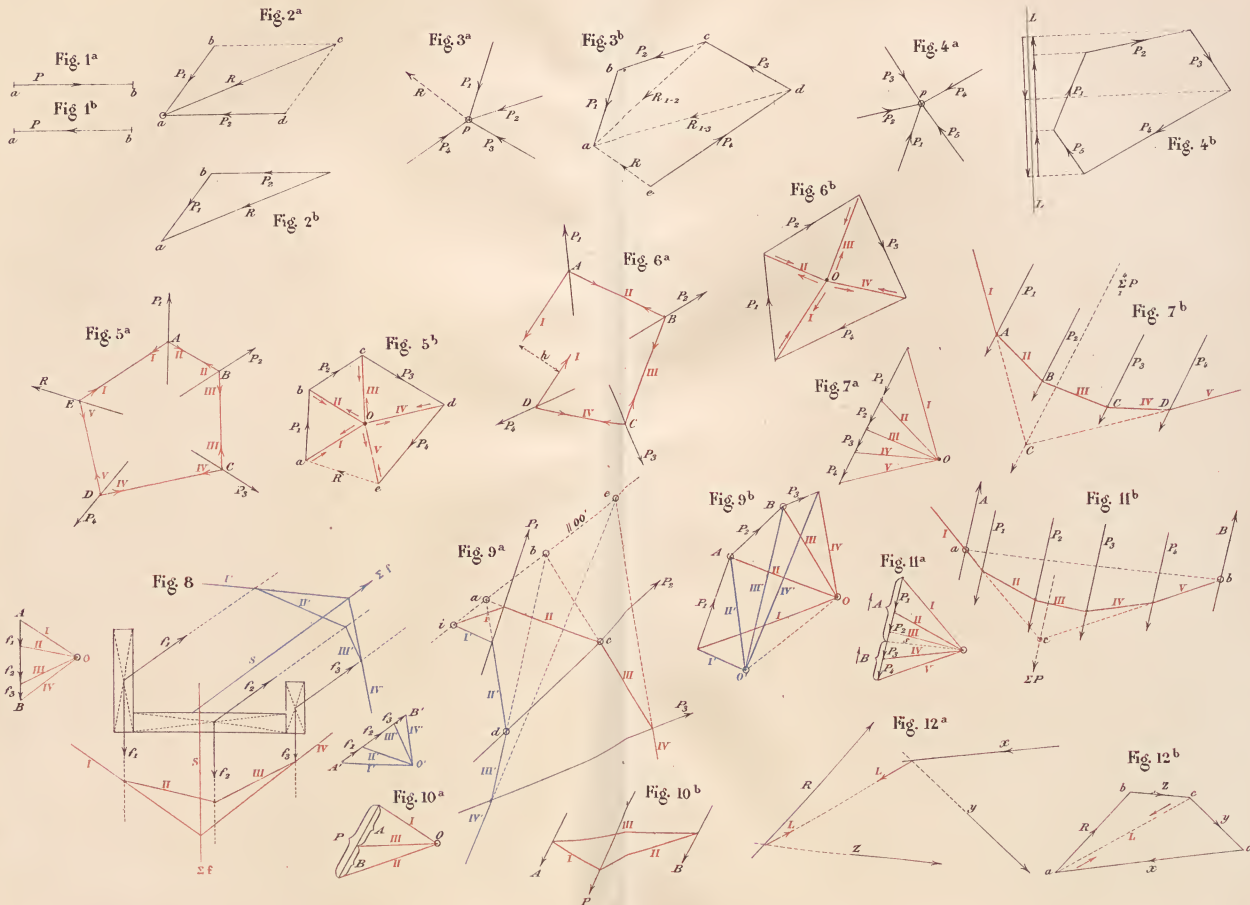
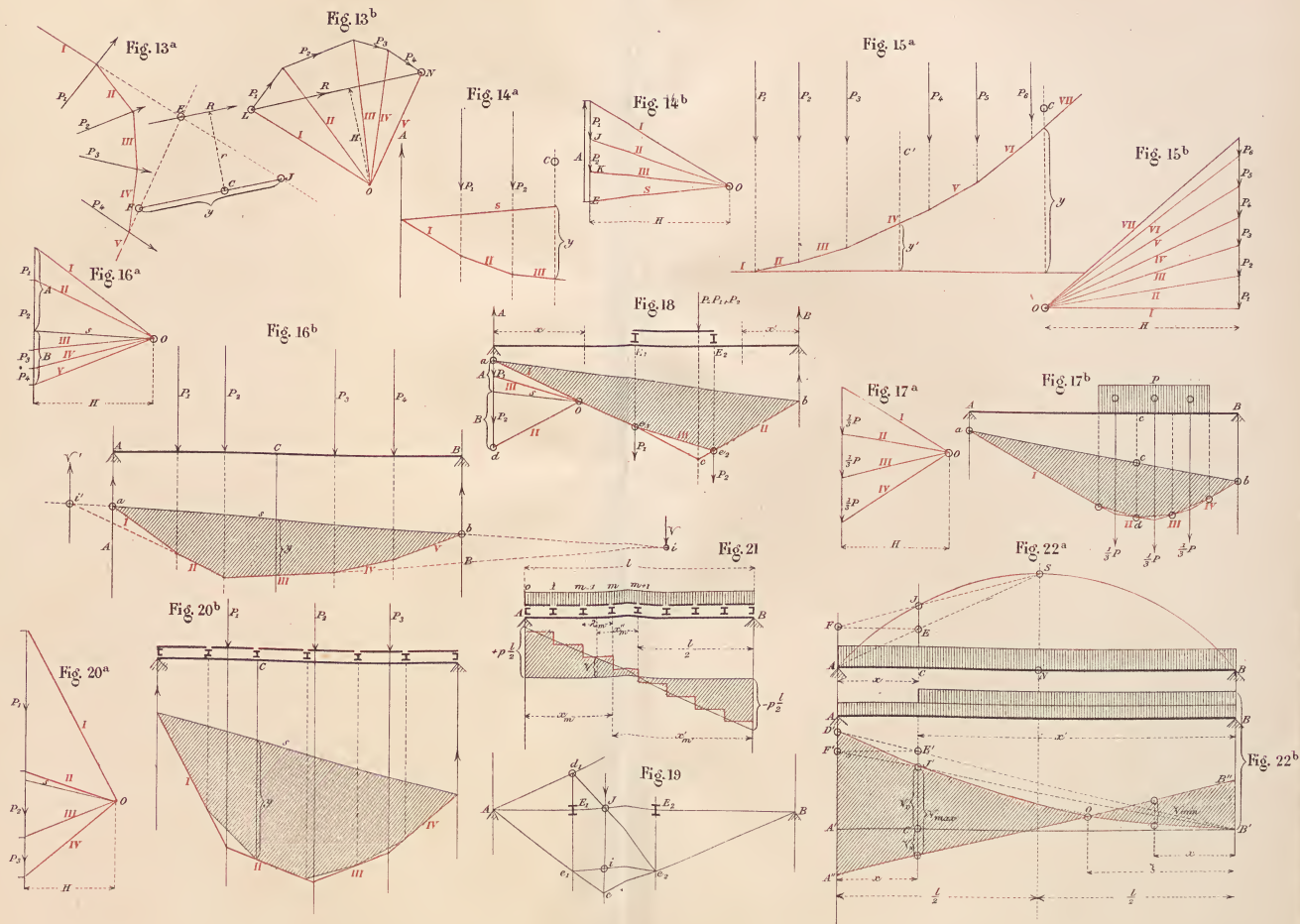












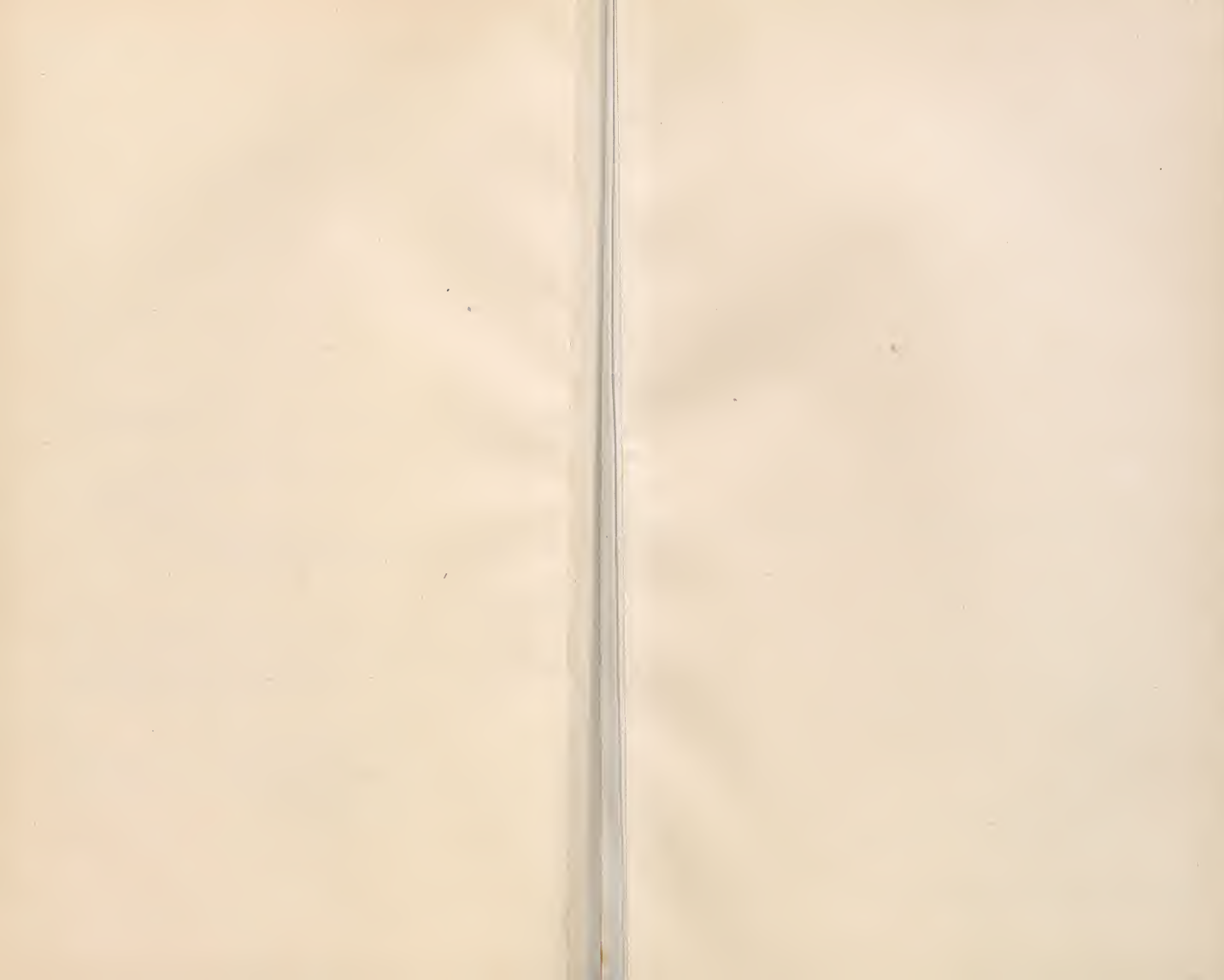


Fig. 24^a

Locomotive et Tender

Wagon à marchandises

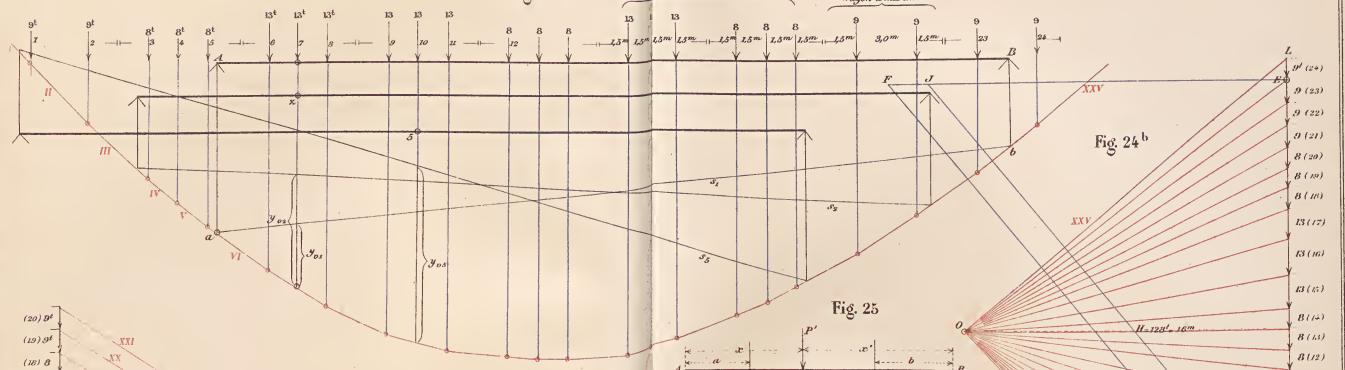

 Fig. 24^b

Fig. 25

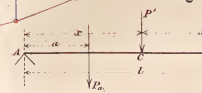


Fig. 27

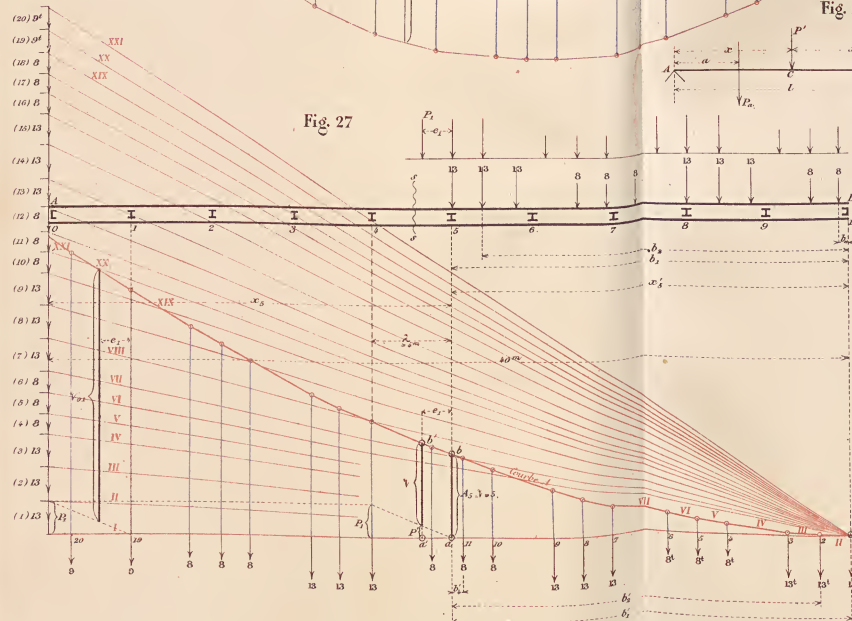
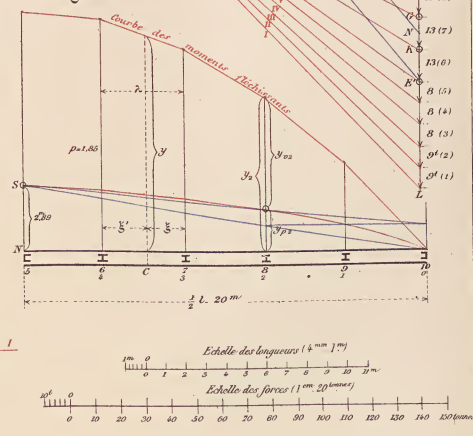


Fig. 26







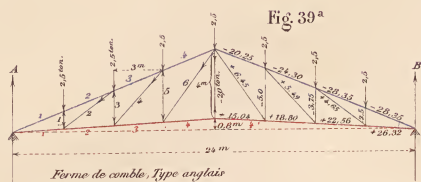


Fig. 39^b

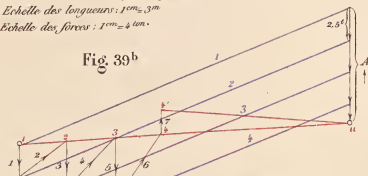


Fig. 42^a
Terme de comble
Type belge

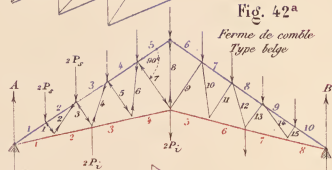


Fig. 42b

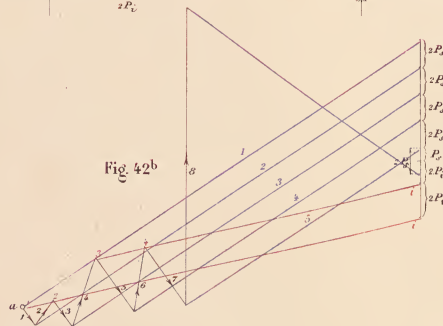
Fig. 40^a

Fig. 40^b

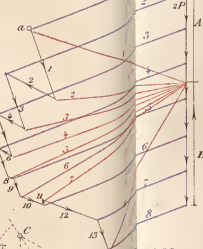
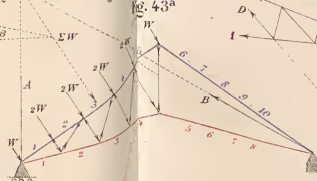
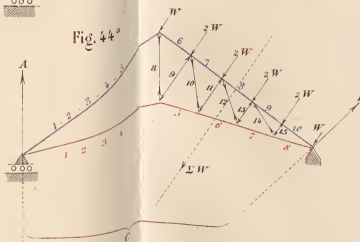
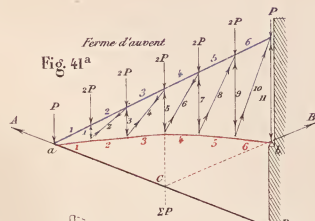
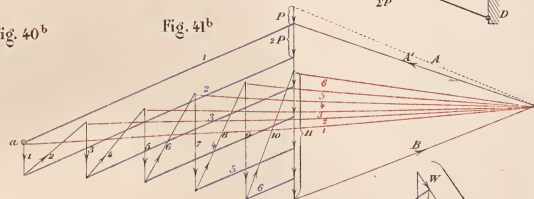
fig. 43^aFig. 44^aFig. 41^aFig. 41^b

Fig. 43^b

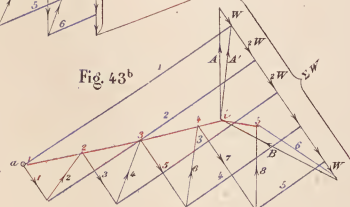
Fig. 44^b



Fig. 46

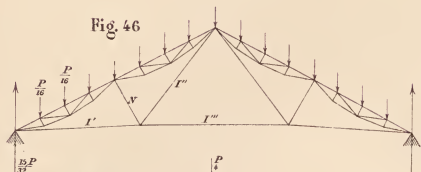
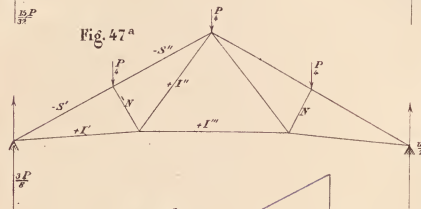
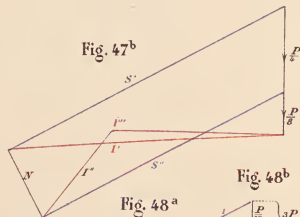
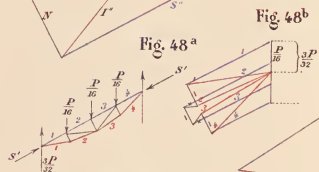

 Fig. 47^a

 Fig. 47^b

 Fig. 48^b

 Fig. 48^a

Fig. 49

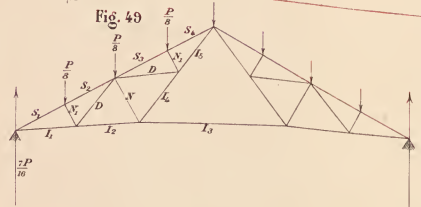
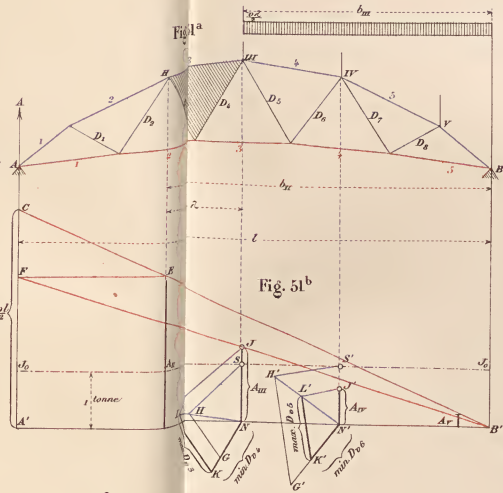

 Fig. 51^a

 Fig. 51^b

 Fig. 51^c

 Fig. 50^b

 Fig. 50^a

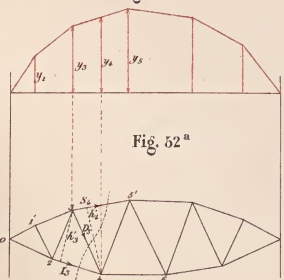
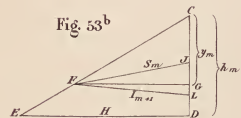
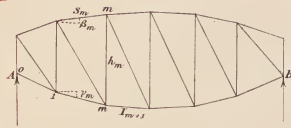
 Fig. 52^c

 Fig. 52^a

 Fig. 52^b

 Fig. 53^b

 Fig. 53^a




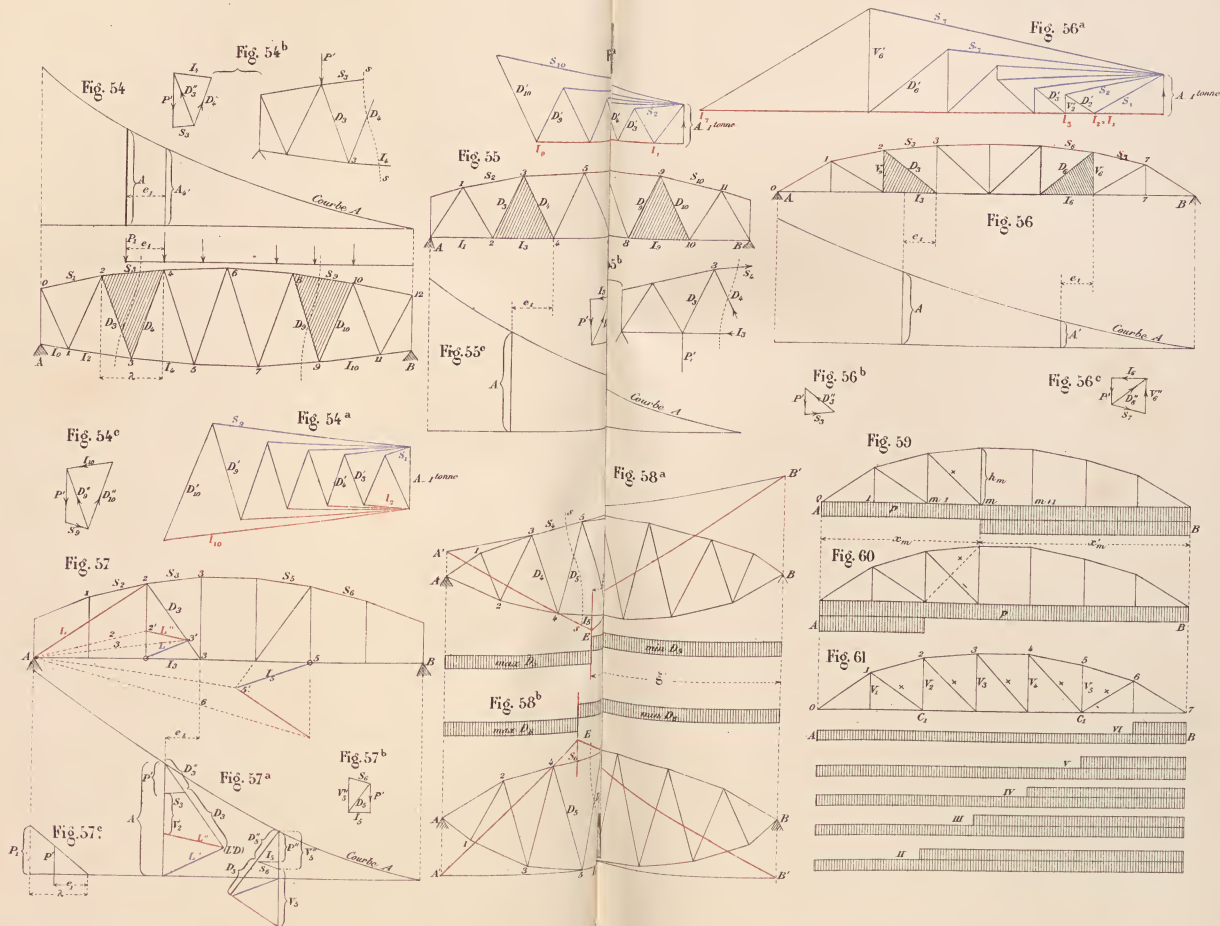




Fig. 62

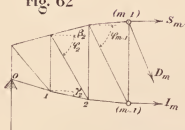


Fig. 63

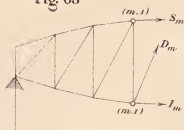


Fig. 66

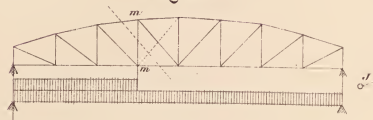


Fig. 64

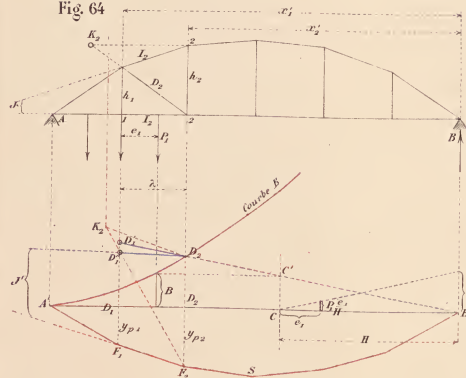
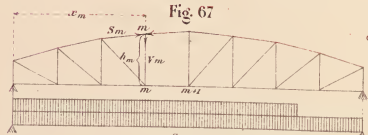
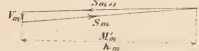
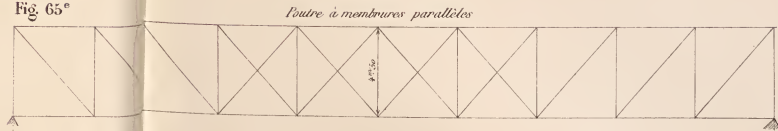
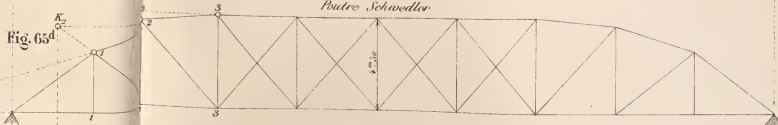
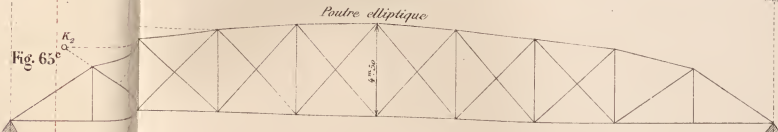
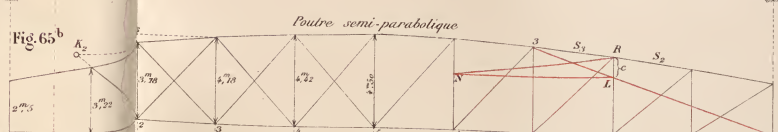
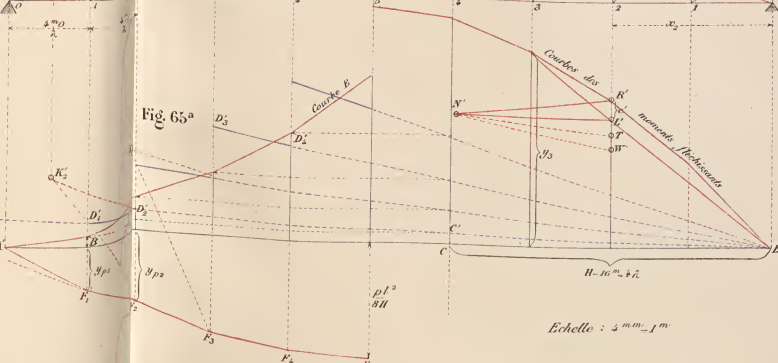


Fig. 67


 Fig. 67^a

 Fig. 65^a

 Fig. 65^d

 Fig. 65^c

 Fig. 65^b

 Fig. 65^a


Echelle : 4 m.m. = 1 m.





Tracé des efforts dans une poutre semi-parabolique de 40^m d'ouverture pour chemin de fer.

p. 185 tonnes

Fig. 85

Surcharge mobile



Fig. 80

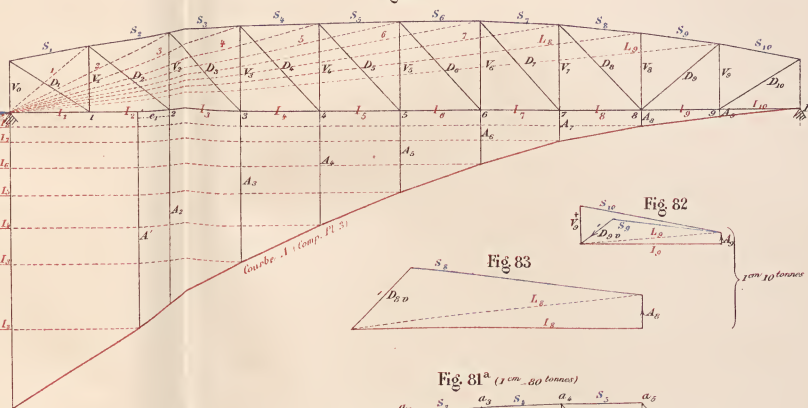


Fig. 82

Fig. 83

Fig. 87

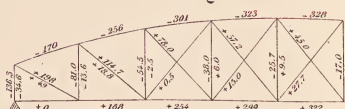


Fig. 86

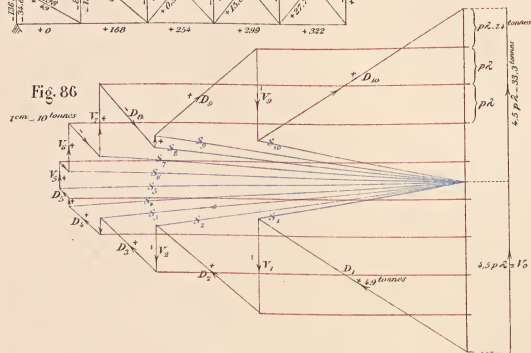


Fig. 81^a (1 cm. 80 tonnes)

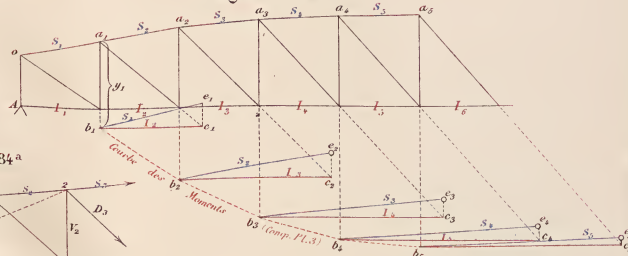


Fig. 84^a

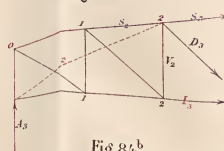


Fig. 84^b

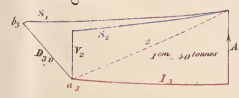


Fig. 81^b

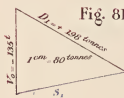
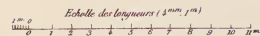


Fig. 81^c (1 cm. 80 tonnes)





Tracé des efforts dans une ferme de comble parabolique

Fig. 91

Echelle 1:200

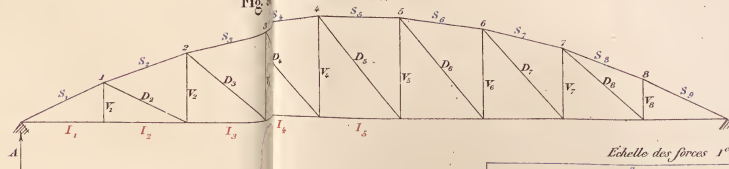


Fig. 92

Echelle des forces 1 cm = 0,2 tonnes

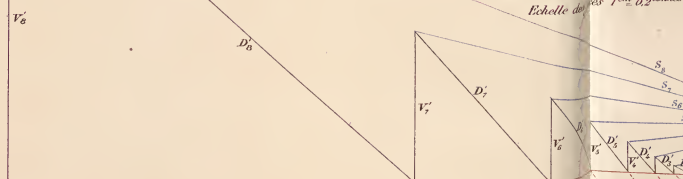


Fig. 90

Echelle des forces 1 cm = 4 tonnes

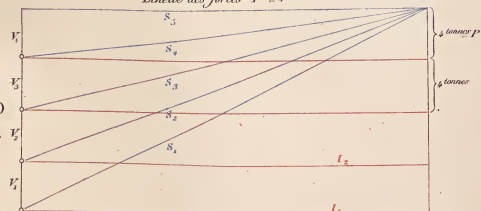


Fig. 89

Echelle 1:400

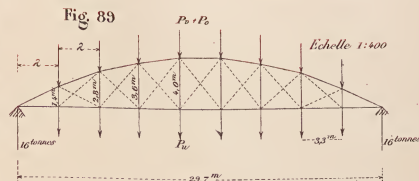


Fig. 94

Efforts dans les barres, en tonnes

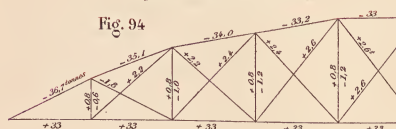
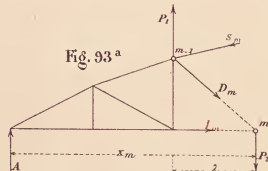
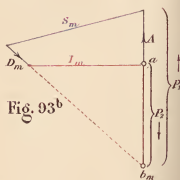

 Fig. 93^a

 Fig. 93^b


Fig. 88

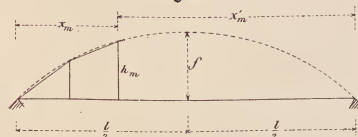




Fig. 98^a

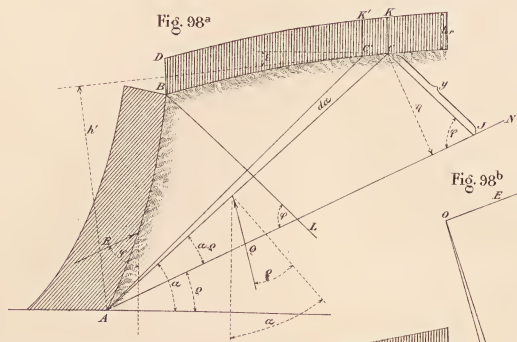


Fig. 98^b



Fig. 99

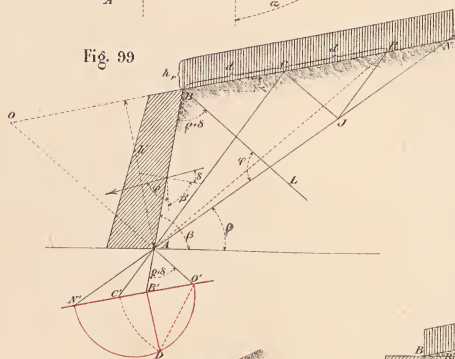
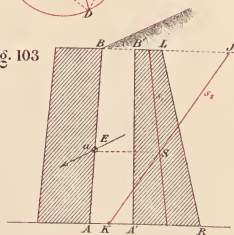


Fig. 103



102^b

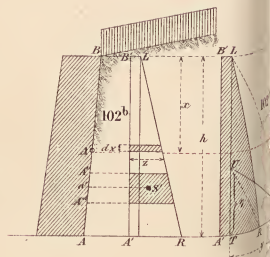


Fig. 97

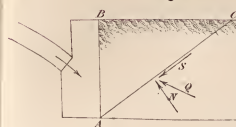
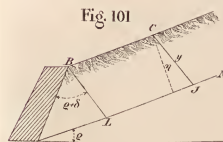


Fig. 101



102^a

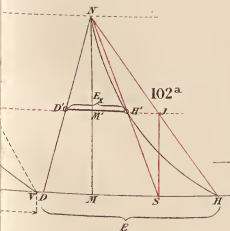


Fig. 96

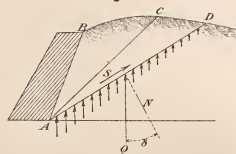


Fig. 105

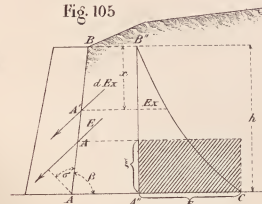


Fig. 100

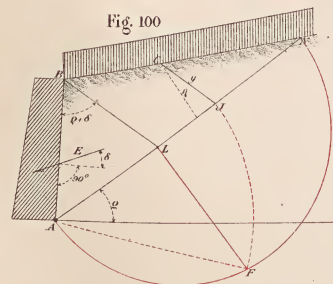
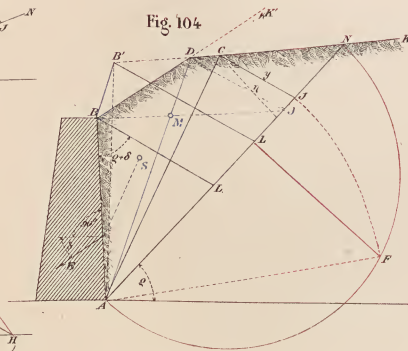


Fig. 104



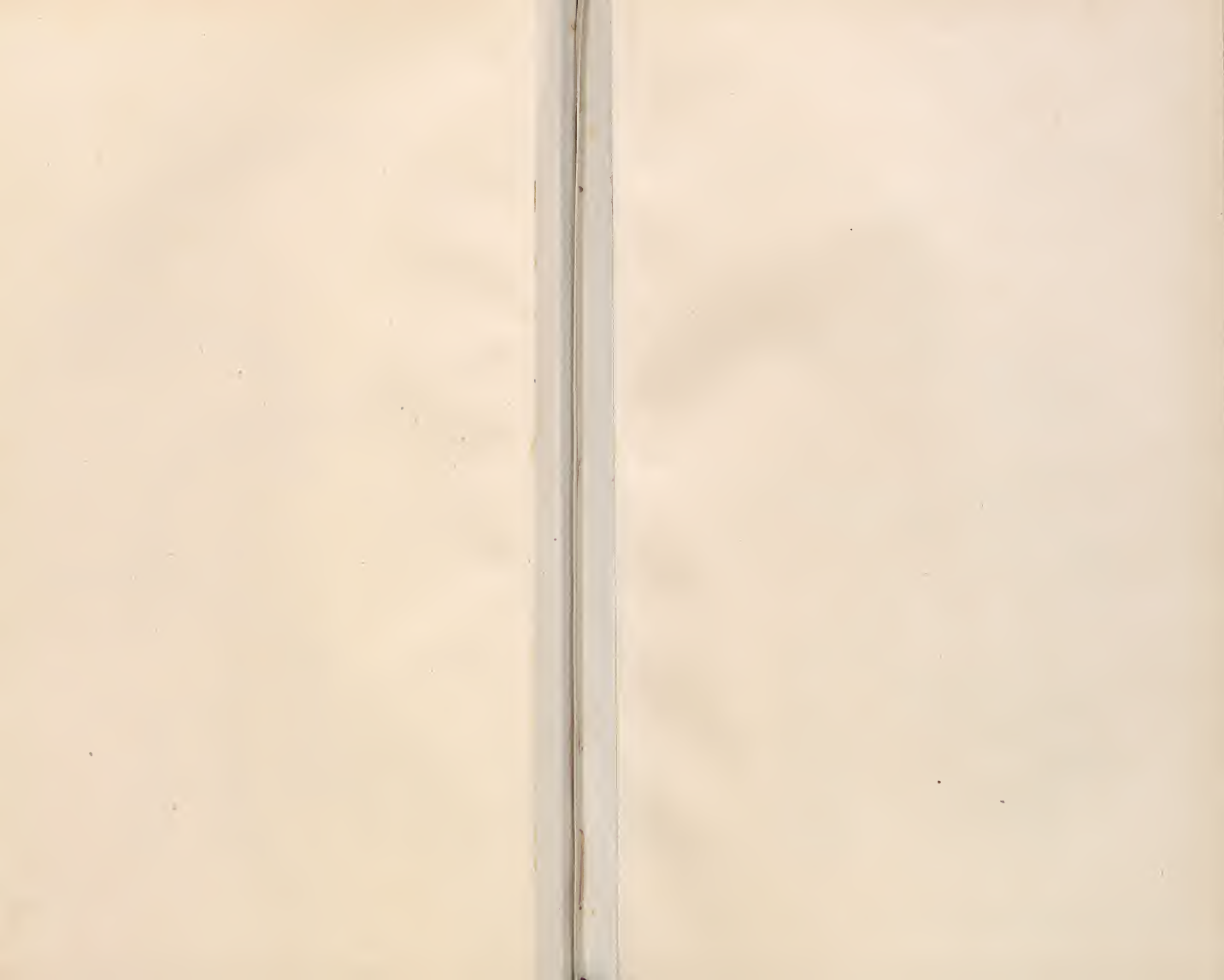


Fig. 106

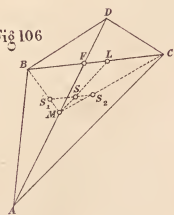


Fig. 108

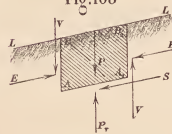


Fig. 109

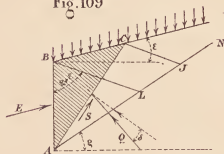


Fig. 117

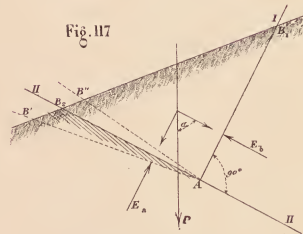


Fig. 107

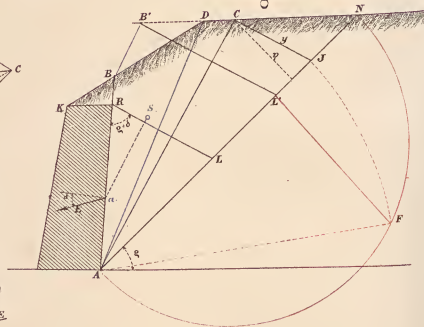


Fig. 110

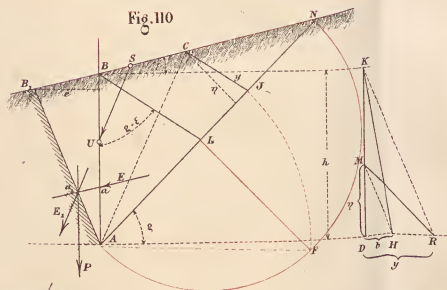


Fig. 119

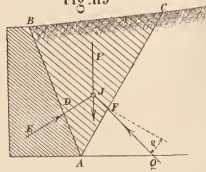


Fig. 120

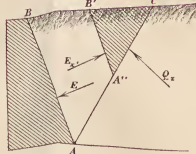


Fig. 111

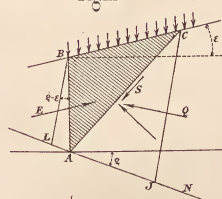


Fig. 113

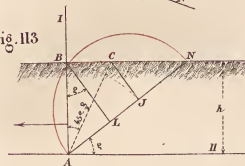


Fig. 114

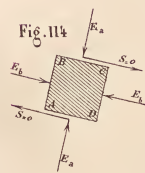


Fig. 115

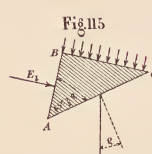


Fig. 116

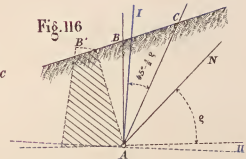
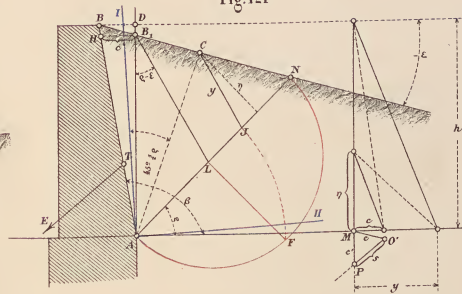
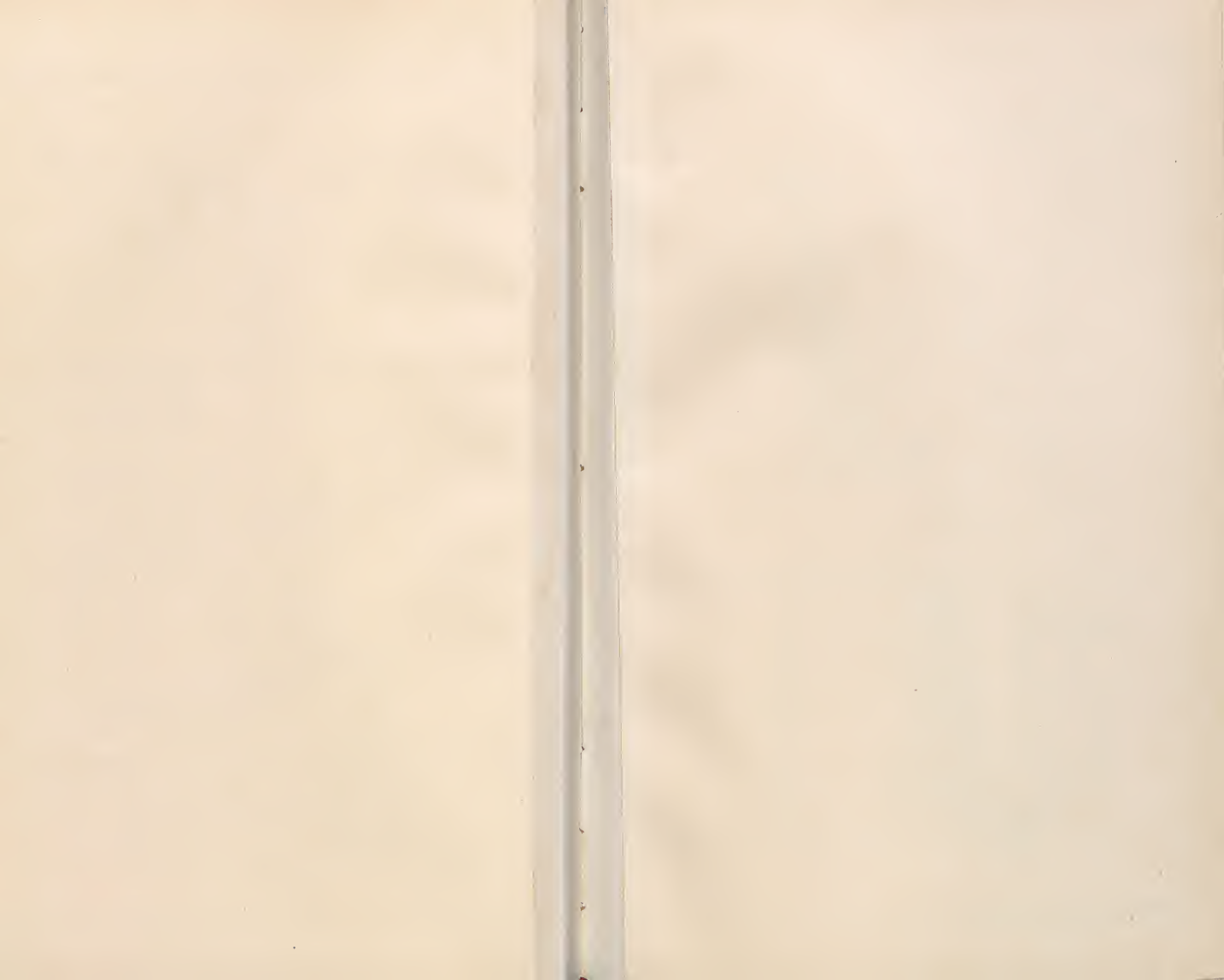


Fig. 121





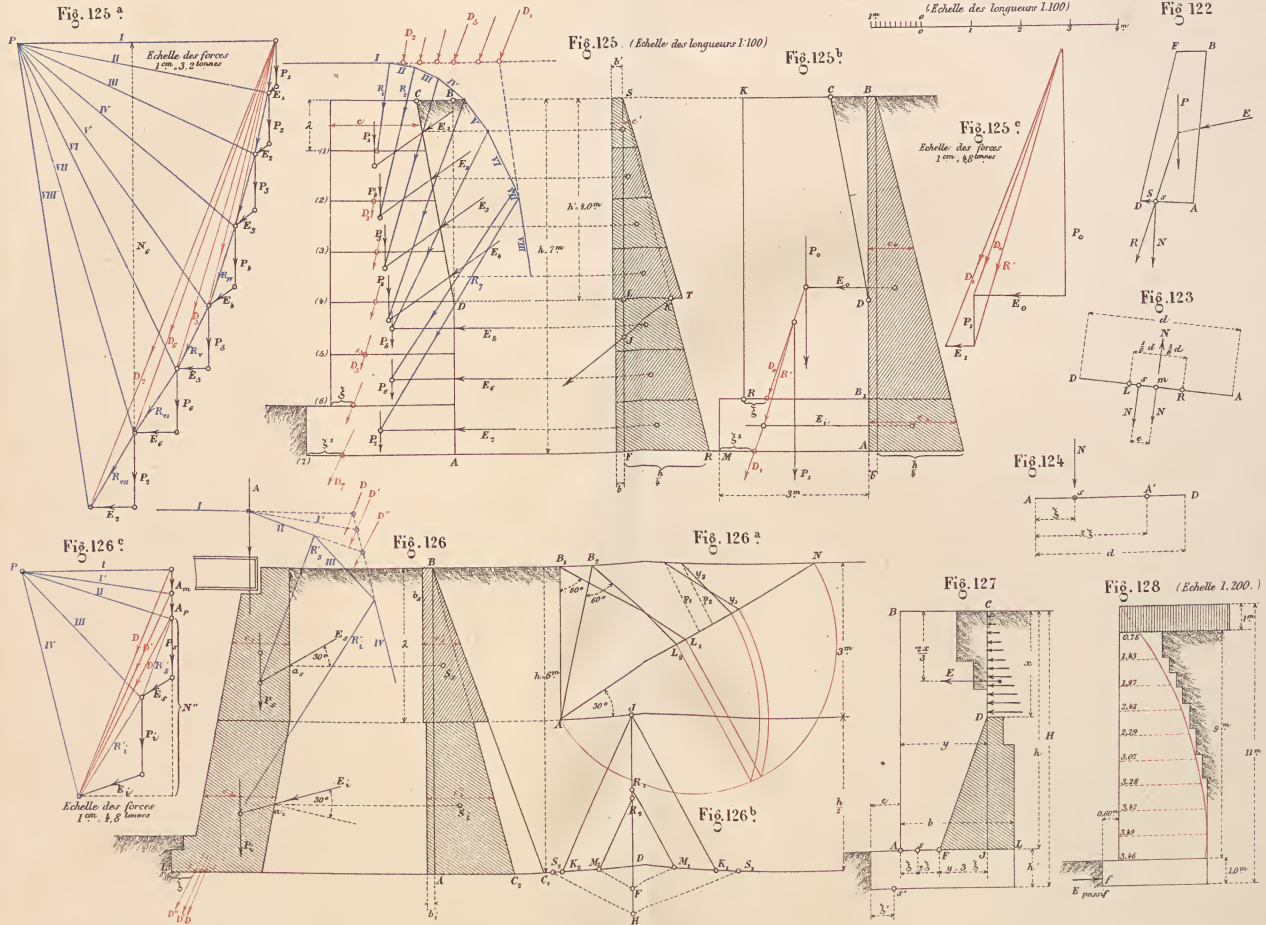




Fig.129

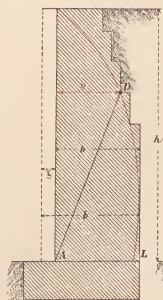


Fig.130

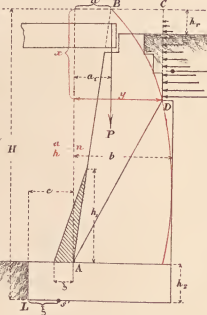


Fig.131

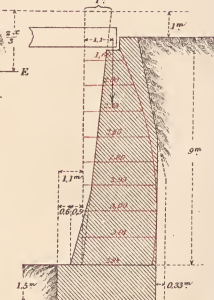


Fig.132

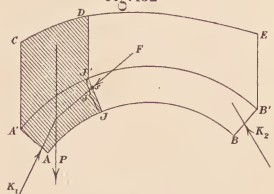


Fig.132 a

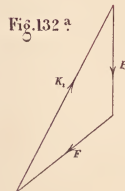


Fig.134 b

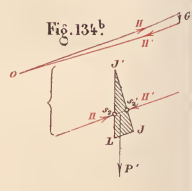


Fig.133

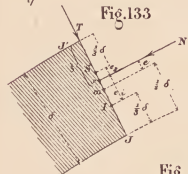


Fig.135 a

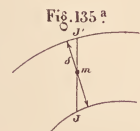


Fig.135

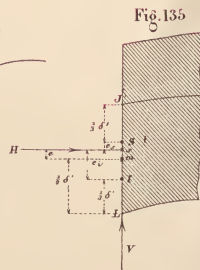


Fig.137

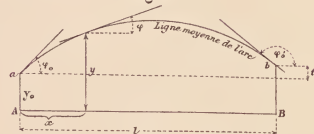


Fig.134

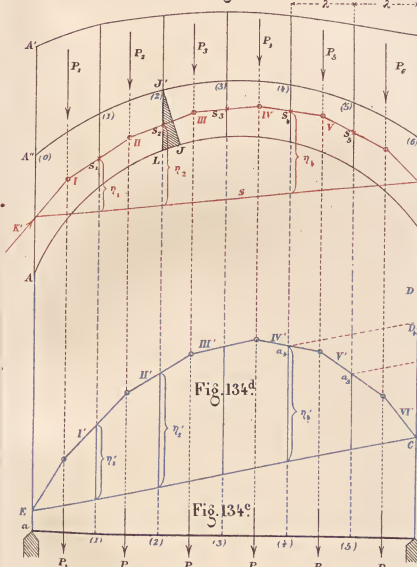


Fig.136

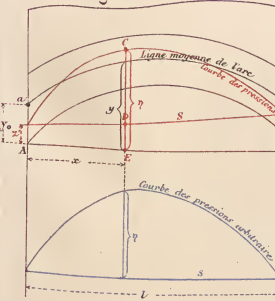


Fig.134 a

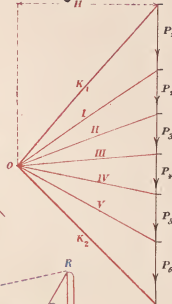


Fig.134 c



Fig.138

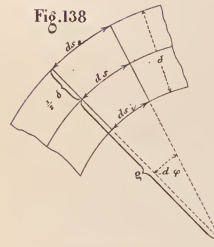




Fig. 139

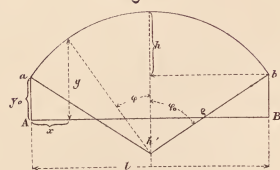


Fig. 142

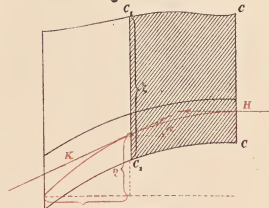


Fig. 146

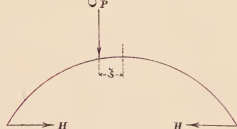


Fig. 147

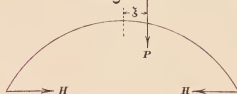


Fig. 148



Fig. 140

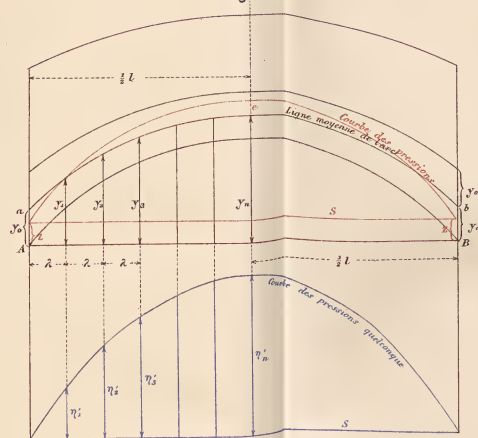


Fig. 141

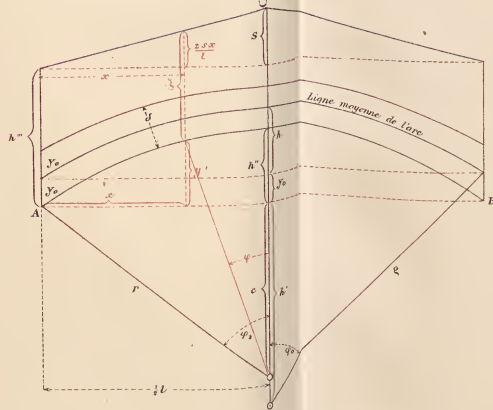


Fig. 143

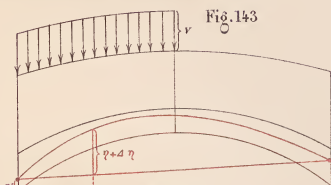


Fig. 144

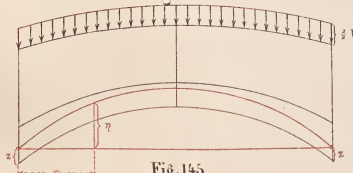


Fig. 145

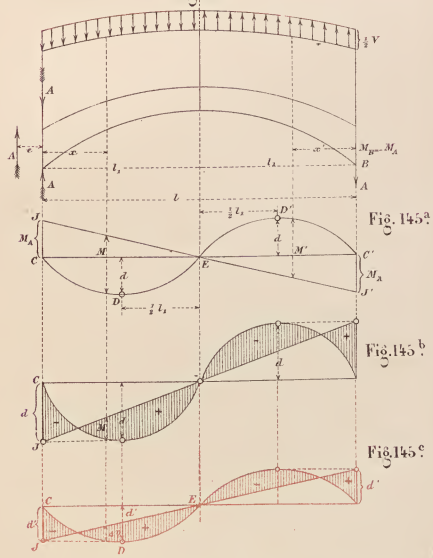






Fig. 150

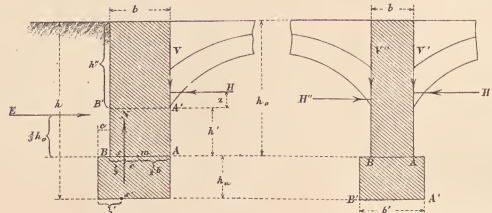


Fig. 151

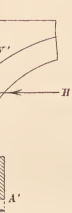


Fig. 152

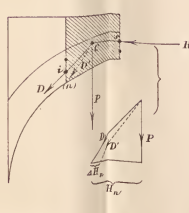


Fig. 154

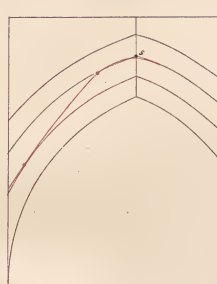


Fig. 155

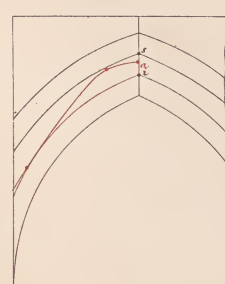


Fig. 153

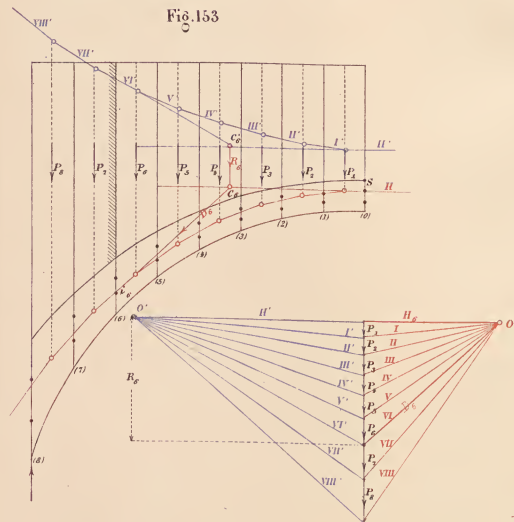
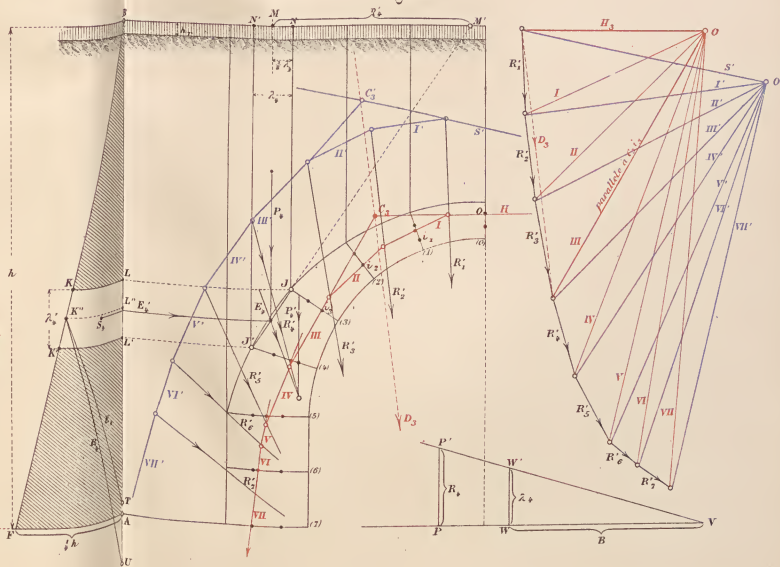


Fig. 156





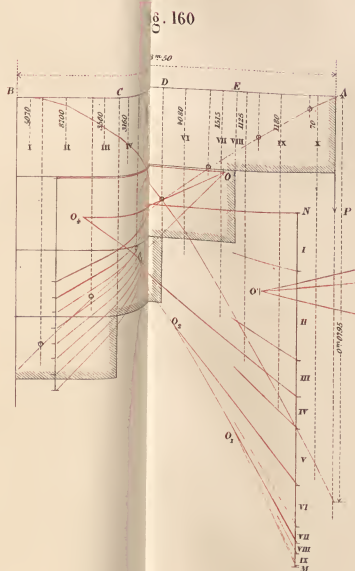
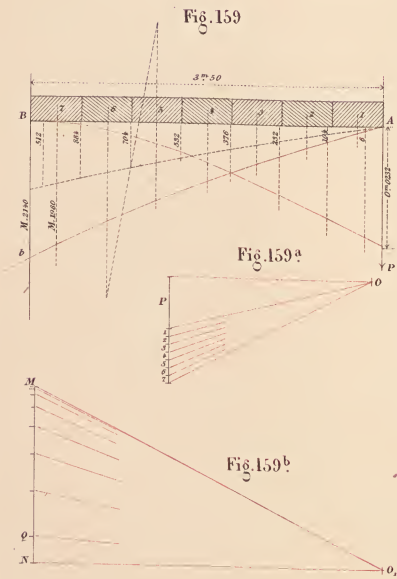
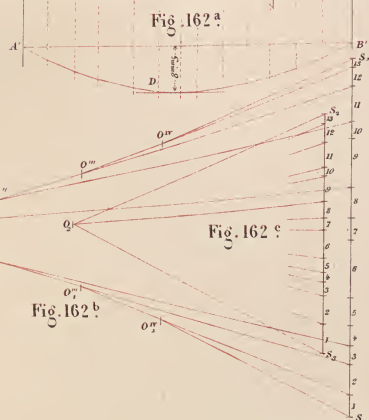
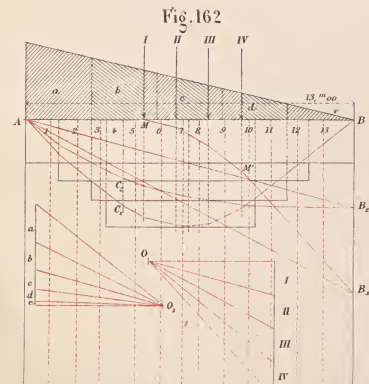
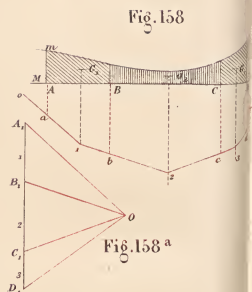
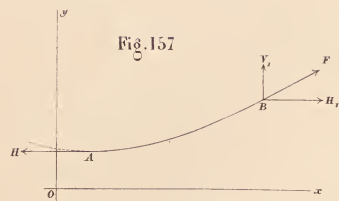




Fig. 163

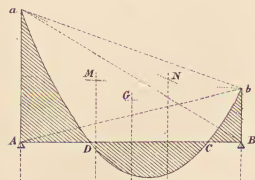


Fig. 163 a

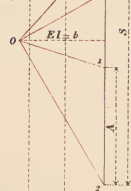


Fig. 163 b

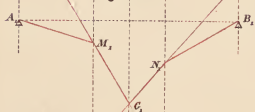


Fig. 163 c

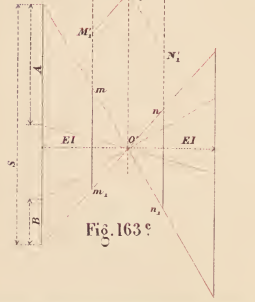


Fig. 164

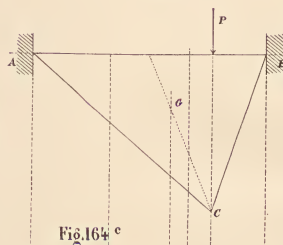


Fig. 164 a



Fig. 164 b



Fig. 164 c

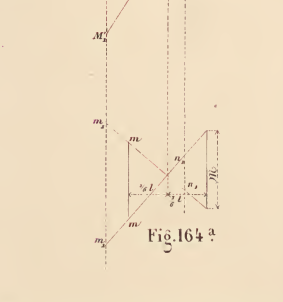


Fig. 165

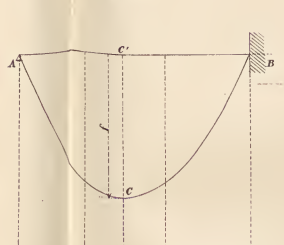


Fig. 165 a



Fig. 165 b



Fig. 166

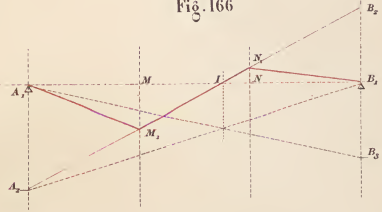


Fig. 167



Fig. 168



Fig. 169

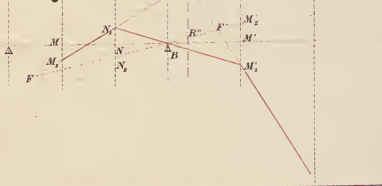




Fig. 170

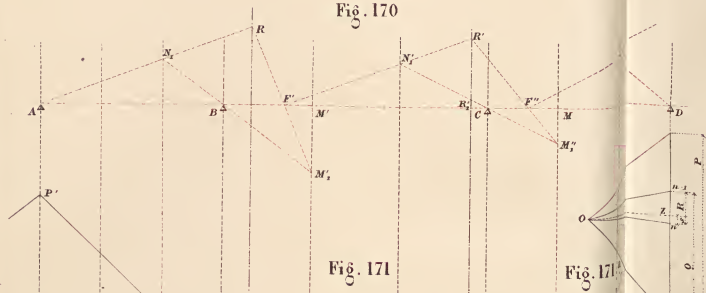


Fig. 171

Fig. 171

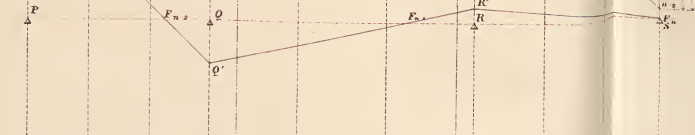


Fig. 172

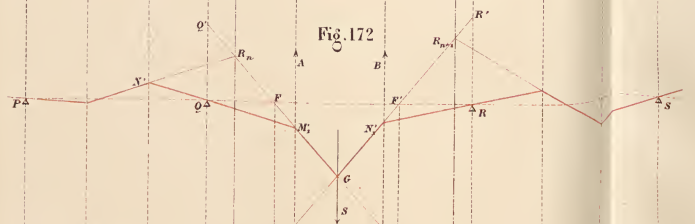


Fig. 173

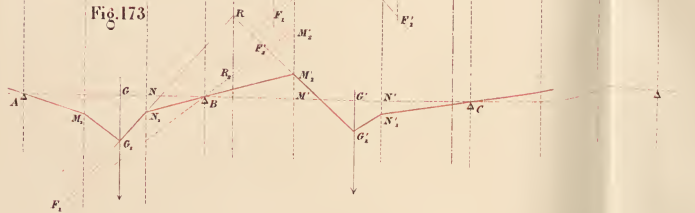


Fig. 175

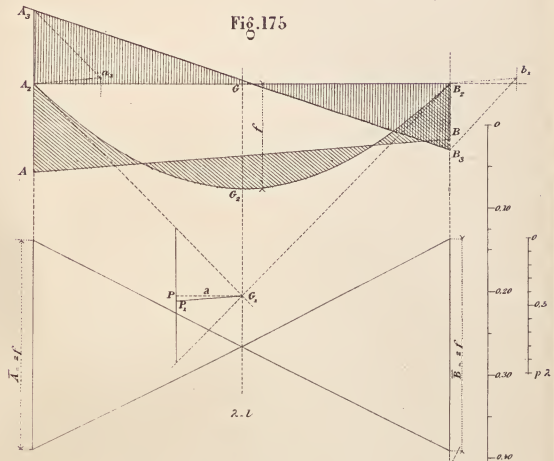


Fig. 176

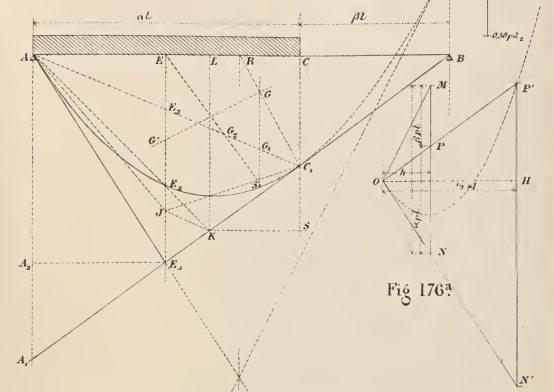


Fig. 176^a



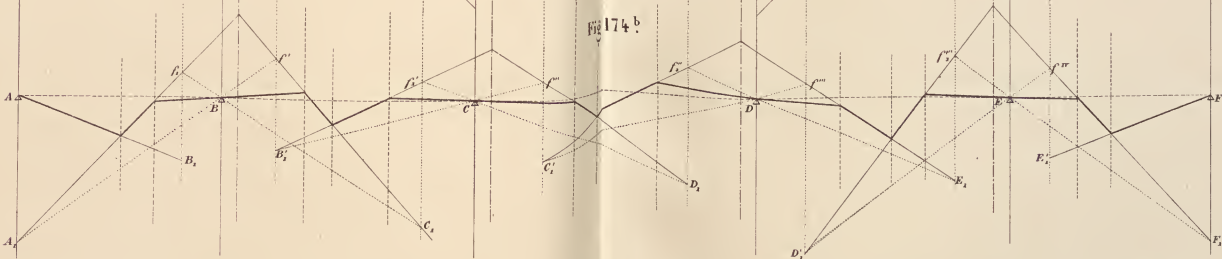
Fig. 174



Fig. 174 a



Fig. 174 b



Disposition des charges
qui donnent les maxima
des Efforts tranchants.

Max. positif en M.

Max. négatif en M.

Max. positif entre F et F₁

Disposition des charges
qui donnent les maxima
des Moments fléchissants.

Max. positif en M.

Max. négatif en M.

Max. positif en M₁

Max. négatif en M₁

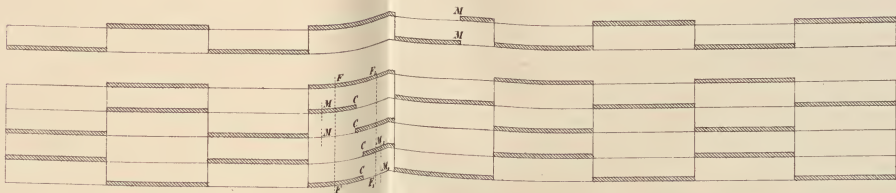


Fig. 182

Fig. 183

Fig. 184

Fig. 187

Fig. 188

Fig. 189

Fig. 190



Fig. 177

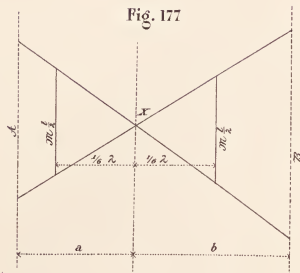


Fig. 178

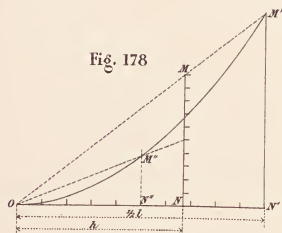


Fig. 179

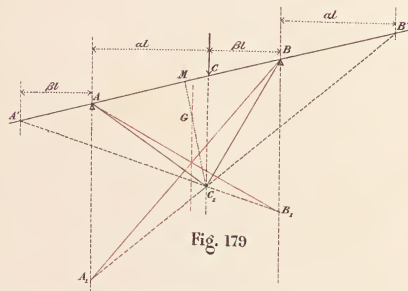


Fig. 181

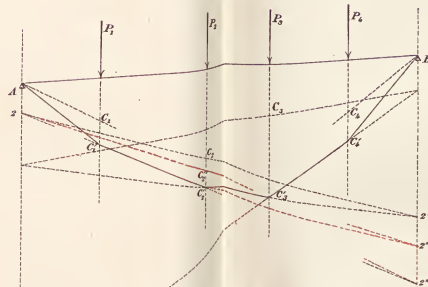


Fig. 181 a

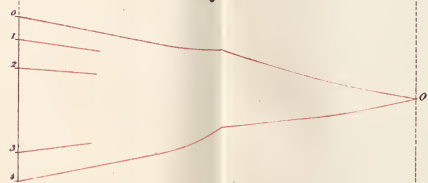


Fig. 181 b

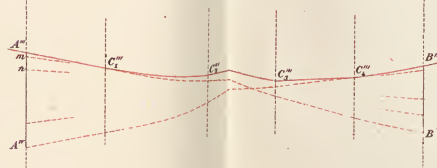


Fig. 180

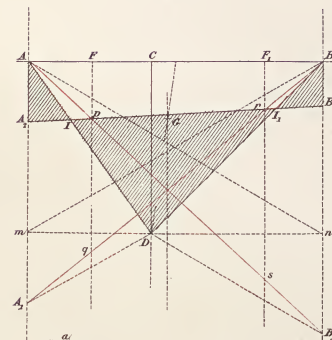
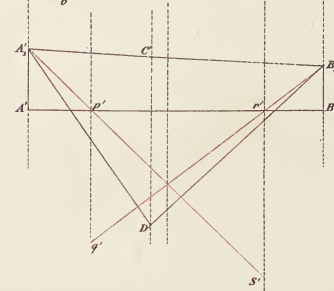


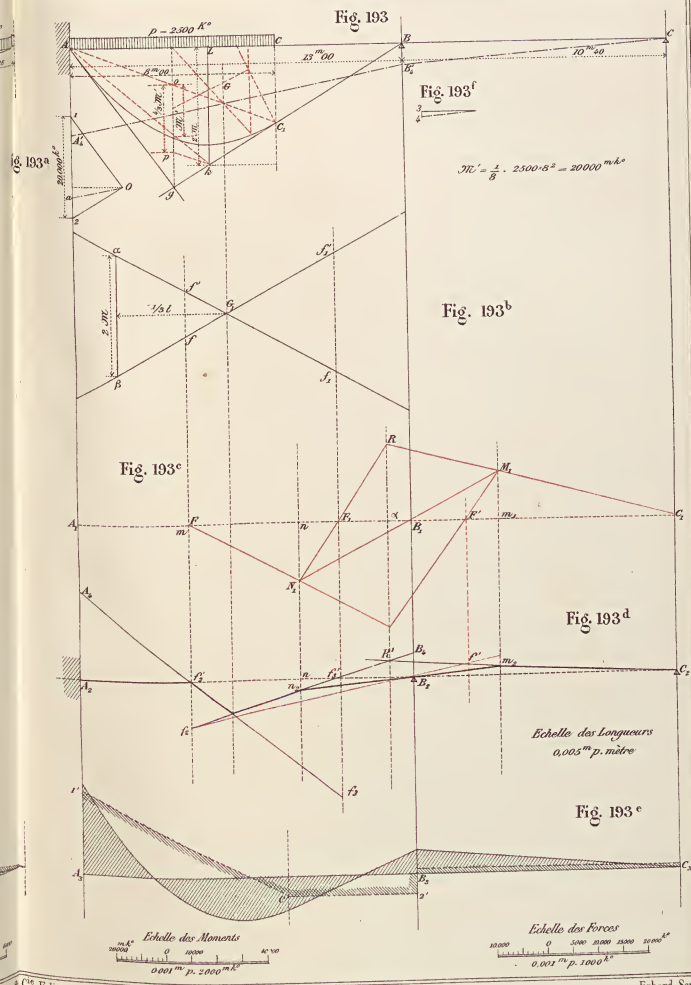
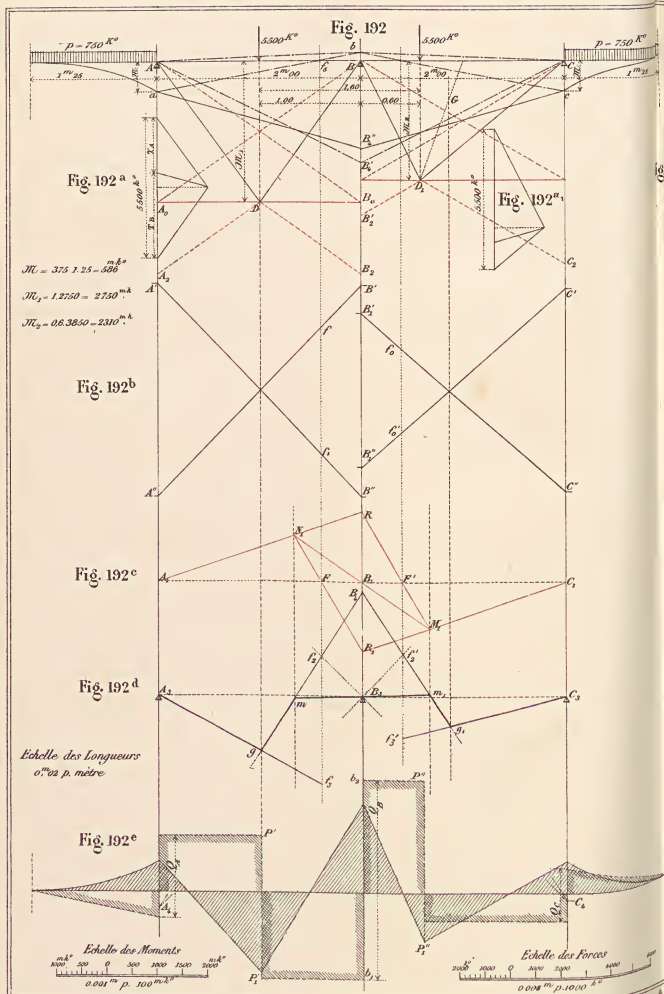
Fig. 180 b



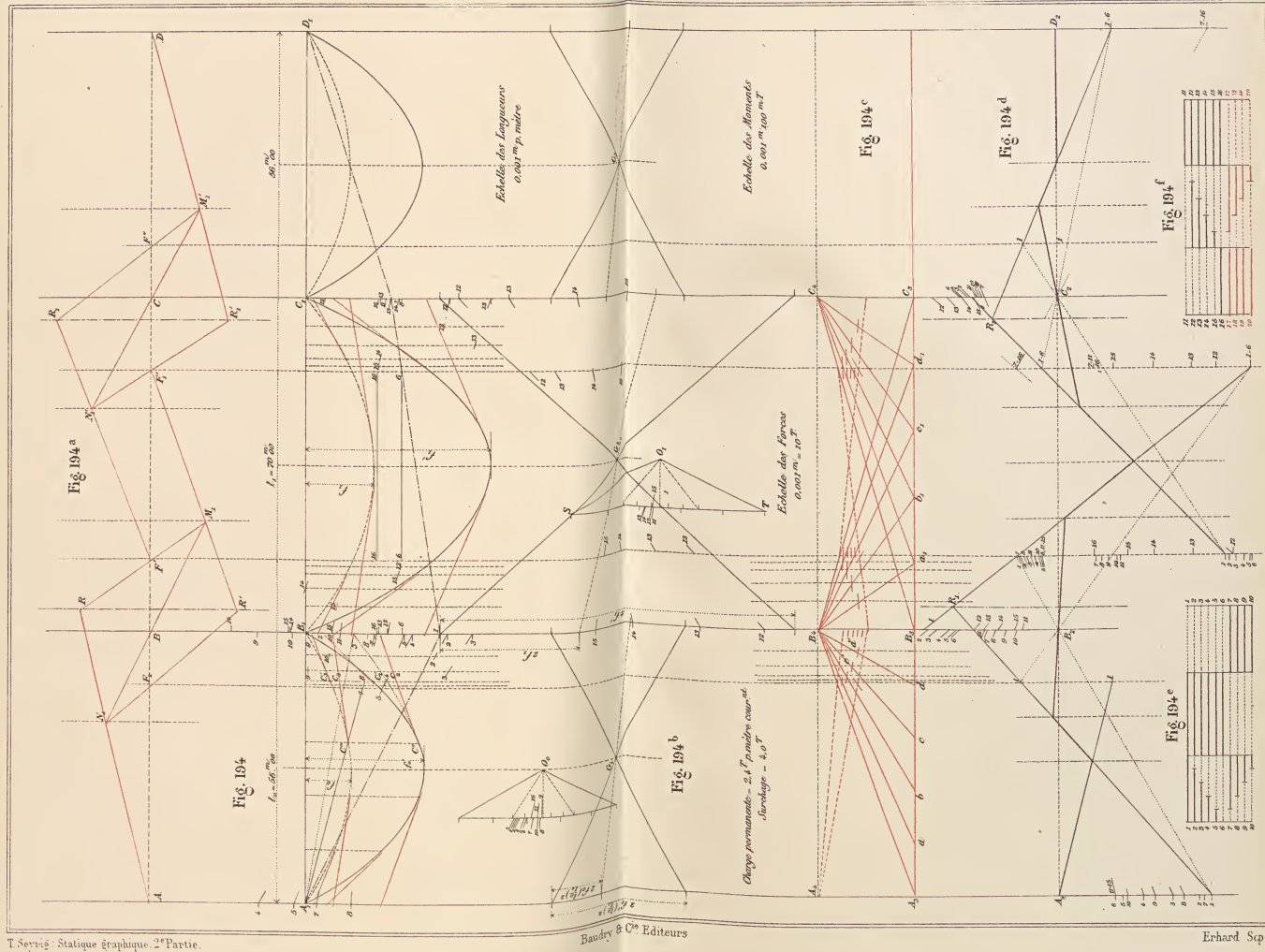
Fig. 180 a

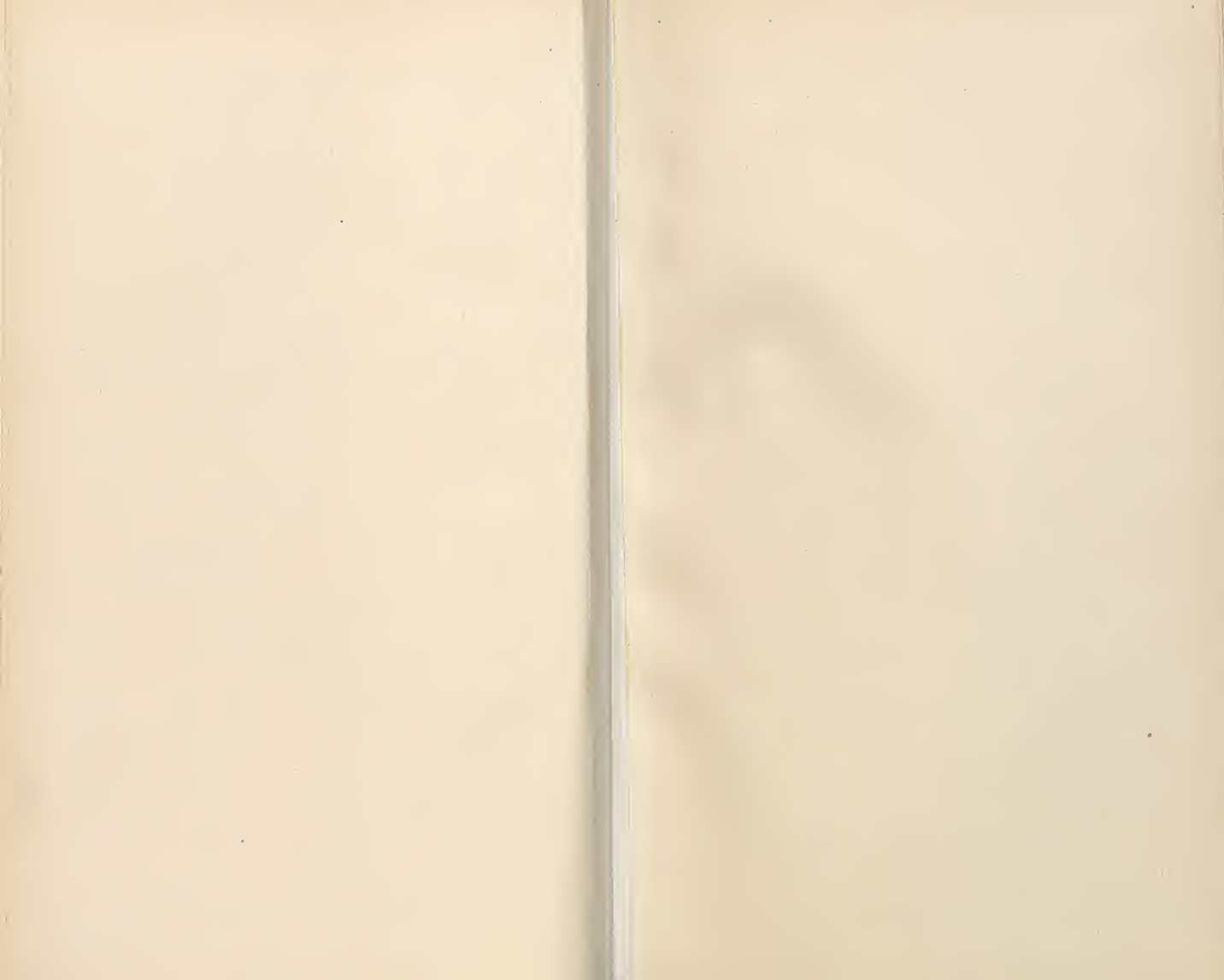


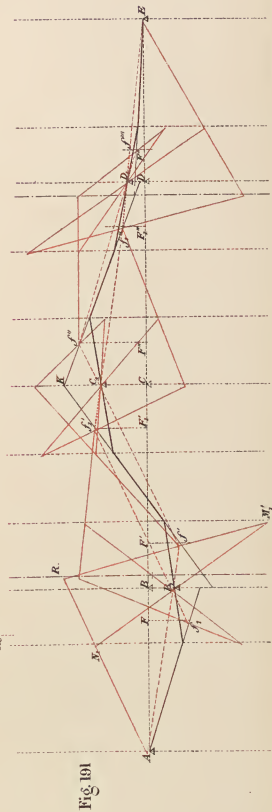
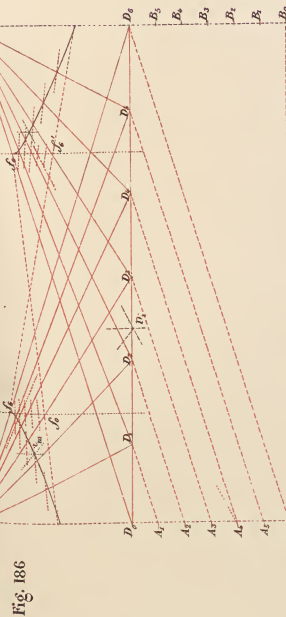
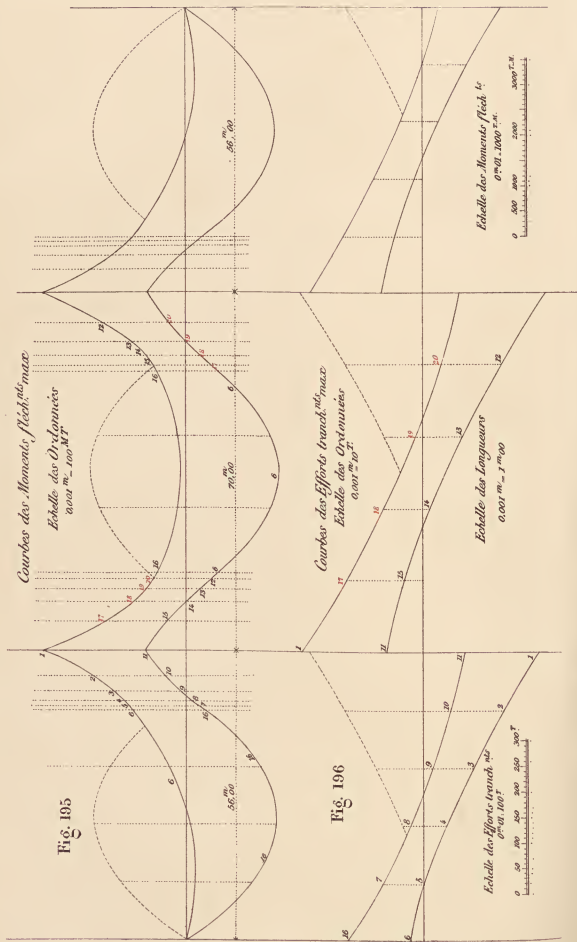




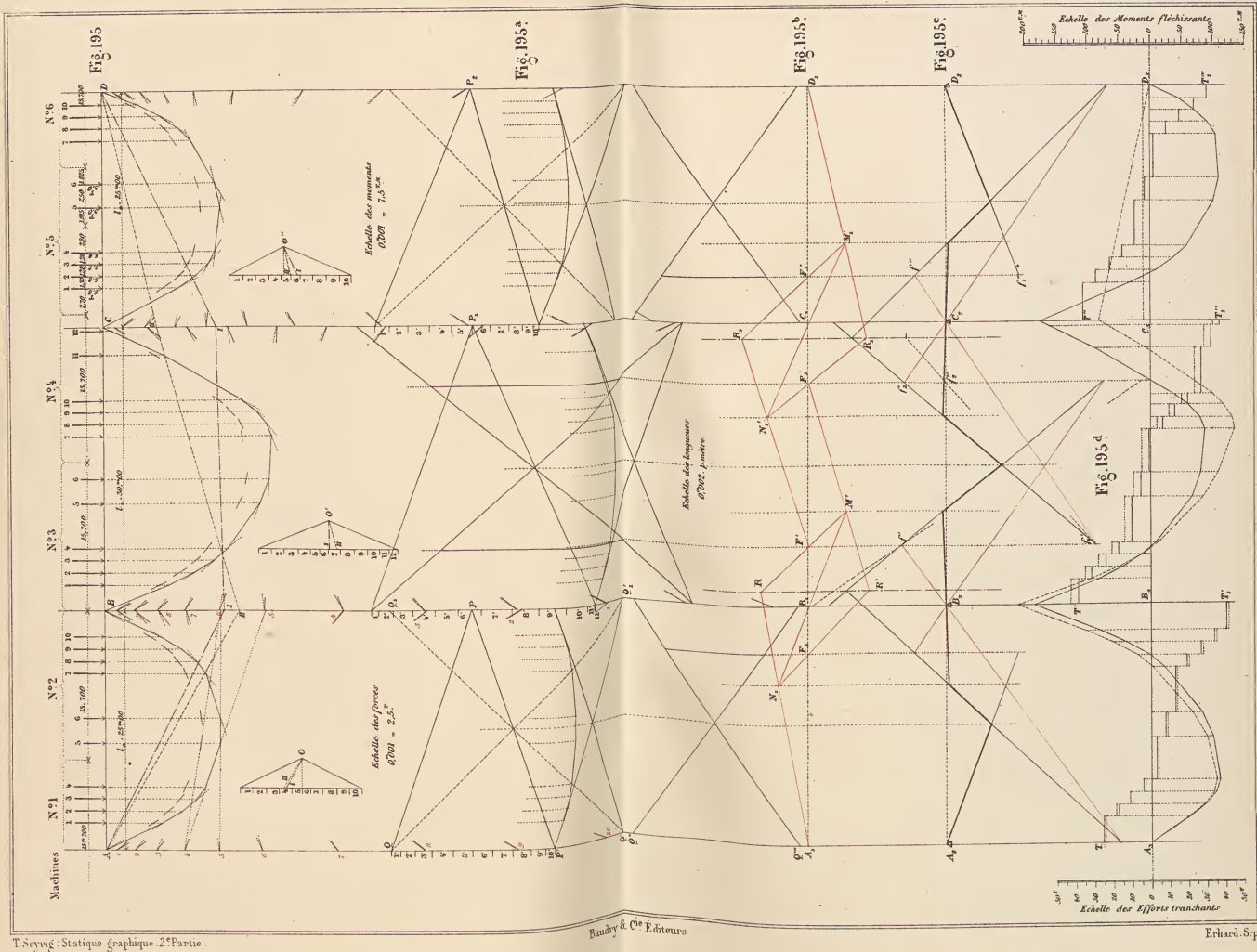






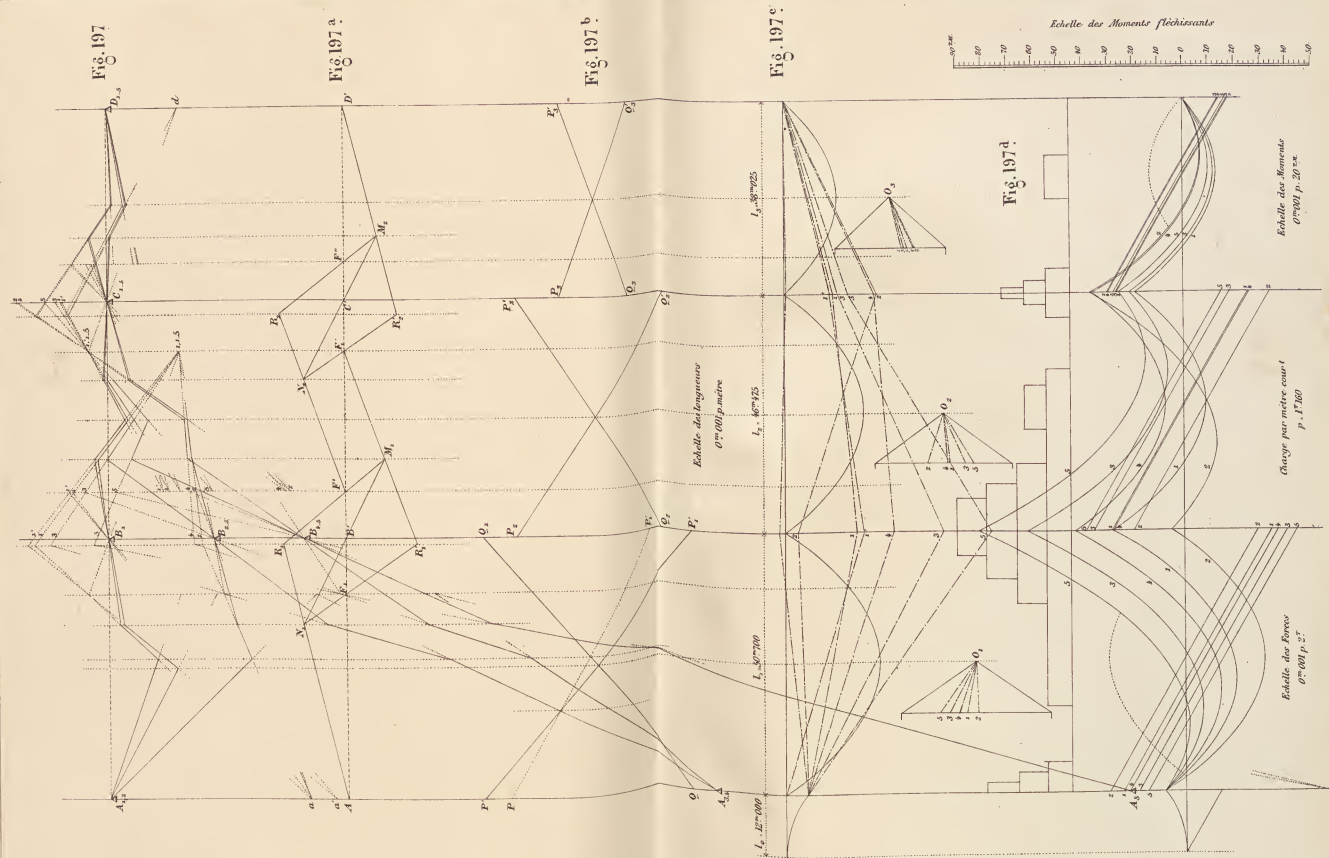














501163124

EUP T A 531 MUL

ESCUELA TÉCNICA DE PERITOS INDUSTRIALES
DE SEVILLA

ESTANTE 4 -
TABLA 2
NÚMERO 814



ELEMENTS
DE
STATIQUE
GRAPHIQUE

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MUL

A